



Tombstone Municipal Airport
Master Plan - 1999

APPENDIX B: PAC MEETINGS
AND PUBLIC INVOLVEMENT

PAC #1 Meeting Minutes

**TOMBSTONE MUNICIPAL AIRPORT
Airport Master Plan -1999**

**ADOT N849
Gannett Fleming Job No. 35542**

DATE OF MEETING: August 21, 1998
MINUTES PREPARED BY: Kristina Fields *KF*

ATTENDEES: Ron Schreier, Gannett Fleming, Inc.
Nick Pela, Nicholas J. Pela & Associates
Kristina Fields, Gannett Fleming, Inc.
Art Rodriguez, PAC Member
Joe Perotti, Sr., PAC Member, City of Tombstone
Dick Curry, PAC Member, City of Tombstone
Lyle Neft, PAC Member, City of Tombstone
John Dirksen, PAC Member, City of Tombstone

This meeting was held in Tombstone on Friday, August 21 at 10:00 AM at Schieffelin Hall. This was the first meeting of the Planning Advisory Committee (PAC). The purpose of the meeting was to meet with the PAC members in order to review the first three sections of the Master Plan prepared by the Consultants and other comments regarding the airport or the Master Plan from committee members. The following are the issues discussed at the PAC meeting:

- Ron
- Explained the PAC process and effectiveness of local committee.
 - Skipped over the history section, but discussed the recent improvements at the airport (since 1990).
 - Talked about the inventory of the airport facilities.
- Art
- Asked if the master plan will call for fixing the dip in the runway.
- Ron
- Explained why the dip is there (small budget - too much fill).
 - Could be added to the master plan and cost estimate if want to eliminate dip.
- Nick
- Said that the runway gradient was designed to conform to FAA standards.
- Dick
- Said that there has never been any complaints about the dip and that he doesn't think it is a safety hazard. He said that most take offs go from west to east (downhill) so it is not a problem.

Ron/Nick

- Wonder if there would be line of sight issues with the dip.

Ron

- Talked about the lack of security at the airport (no fence, nobody at airport, no hangars).

Art

- Said they would like to provide a living site, mobile home, at the airport. The group seemed to think that they knew of some people who would volunteer to live there. They all agreed that septic and electricity would be desirable for the volunteers. Water could be made available using a well or storage tanks (filled by water trucks).

John

- Said the electrical maintenance fee is expensive - \$500 per month. Rural Electric could provide loan to construct the system. Development along Highway 80 between the City and the Airport is in the City's Master Plan. Having electricity out to airport may spur development out there. He said getting electricity should be high on the priority list.

- Said there are at least 2 transient aircraft every weekend, year round. He believes that if there was improved security, there would be more.

- Talked about transportation of transient air craft pilots and passengers to town. He has seen them hitchhiking to town. If there was a phone at the airport they could call for a taxi. Had a complaint from a group who was waiting for a ride at the airport; they had no water.

- Said that he thinks there is higher utilization than projected. He said that Tombstone is the number one attraction in the area and that when Kartchner Caverns open up near Benson, the opportunity for transient aircraft will increase. The Caverns will require visitors to make an appointment before they will be allowed to enter the Caverns. John thinks this waiting period will be a great opportunity for people to check out Tombstone, thus bringing more aircraft to the airport.

Art

- Brought up the discussion of the airport to become a recreational airport, including campsites, barbecue pits, and ramadas.

John

- Added that there is interest in an airpark, with taxiways going to residential areas.

Group

- Said their main priorities include: paving the runway, adding tiedowns, getting electricity, and increasing security.

Dick

- Asked about getting an IFR system at the airport.

Nick

- Said that the hills to the southwest are obstructions and would require lights, which probably won't happen, since there is no electricity. IFR conditions are only necessary less than three percent of the time.

Ron

- Discussed the aircraft classifications, design groups, and approach categories.

John

- Inquired how to get commuter aircraft from Las Vegas.

Nick

- Presented information about service areas, airspace, and forecast.

Dick

- Said if Tombstone had a paved runway, they would have charters by now. He said that they have had seven or eight proposals over the last few years to bring charter flights into Tombstone.

Nick

- Discussed the facility requirements.

Dick

- Said that they have a building that someone wanted to donate to the airport. He said they were thinking about moving it to the airport site and using it for a hangar or for office space. He wondered if the FAA would have a problem with this.

Nick

- Explained to the group that as long as the building wasn't an obstruction, there should not be a problem with using the building at the airport. They will need to fill out a form and send it to the FAA if it is an obstruction.

John

- Asked if they could get money from the FAA/ADOT to move the building.

Nick

- Explained that the FAA/ADOT does not give grants for hangars, so no.

John

- Asked if ADOT would fund fencing the apron area.

Nick/Ron

- Said yes, could get funding for the fence. They could probably get a high fence and barbed wire if they wanted and if it were needed for security.

Gannett Fleming

Dick

- Asked if they could use a tetrahedron instead of a windsock.

Nick

- Said he didn't think that there is an FAA spec for them anymore.

John

- Asked if the airport wanted to acquire more land, would FAA fund that?

Nick

- Explained that there are eligible grants for land acquisition, but only for national airports. Tombstone is listed as a secondary airport, so they are not eligible for land acquisition grants from the FAA. Ron said that land acquisition grants can sometimes be obtained from ADOT Aeronautics if it's an eligible reason.

Art

- Said that the City of Tombstone Master Plan calls for development towards the airport.

Ron/Nick

- Need to obtain a copy of the City's Master Plan and zoning ordinances.
(Ron to ask Kathy Miller).

Ron

- Discussed the different preliminary alternatives from the Master Plan. He said the alternative section will be formally presented next meeting.

Nick

- Talked about wind analysis. Said the local opinion is that the wind goes with the 2-20 alignment, but since there is no wind data near the airport site, cannot justify putting that runway in yet.

Art

- Said that the USDA Walnut Gulch Hydrologic Station in Tombstone may have wind data. Could contact Howard Larson to obtain any of their wind data. (GF will check this out). (GF found out that the number is #520-457-3321, contact John Smith. He will email wind data to Kristina and Nick).

Dick

- Brought up the topic of having a recreational airport. Ron will check into it with ADOT Aeronautics Division.

John

- Said that the City has a need for a conference center, but there are not enough hotel rooms in the area to handle it. He thinks that we could tie the recreational airport into the needed conference center.

Gannett Fleming

Dick

- Says that they have had at least 15 planes at the airport during fly-ins and would likely attract more with an improved airport.

Dick

- Said he was surprised at the number of "nice" aircraft that came to Tombstone. He thinks there are probably a lot of people who would be interested in flying into Tombstone.

Ron

- Hands out Project Information Sheets.

Nick

- Nick has created an Internet Website for the airport and will link Tombstone websites to this site. (Add City's webpage, Steve Goldstein of Big Nose Kate's Saloon and Longhorn Restaurant).

Art

- Said that he will make some additions/corrections to the historical part of the master plan.

Dick

- Says he knows 7 aircraft that would move to the Tombstone Airport once it is improved.

Ron

- Asks about the next meeting. It is tentatively set for September 25 at 10:00 AM.

pc:

Attendees

Mrs. Kathy Miller, City of Tombstone

Mr. Ray Boucher, ADOT-Aeronautics

PAC #2 Meeting Minutes

TOMBSTONE MUNICIPAL AIRPORT
Airport Master Plan -1999

ADOT N849
Gannett Fleming Job No. 35542

DATE OF MEETING: September 24, 1998
MINUTES PREPARED BY: Kristina Fields

ATTENDEES: Ron Schreier, Gannett Fleming, Inc.
Nick Pela, Nicholas J. Pela & Associates
Kristina Fields, Gannett Fleming, Inc.
Ray Boucher, ADOT-Aeronautics
Art Rodriguez, PAC Member, City of Tombstone
Joe Perotti, Sr., PAC Member, City of Tombstone
Dick Curry, PAC Member, City of Tombstone
Lyle Neft, PAC Member, City of Tombstone
John Dirksen, PAC Member, City of Tombstone

This meeting was held in Tombstone on Thursday, September 24 at 10:00 AM at Schieffelin Hall. This was the second meeting of the Planning Advisory Committee (PAC). The purpose of the meeting was to present the five alternatives of the Master Plan to the committee members with hopes that they will select one of the alternatives or a combination of the alternatives. The following are the issues discussed at the PAC meeting:

1. Approve Meeting No. 1 Minutes

Dick- Asked that we strike his name from page 2 of the meeting 1 minutes. He does not want an IFR system.

The Meeting No. 1 Minutes were then approved, subject to the above correction.

2. Revisions to Sections 1, 2, and 3

Art- Suggested to Nick that he drop Lewis from the history section of the Master Plan. Schieffelin was the first to place the mining claim in Tombstone, not Lewis. Art gave Nick a letter from the Tombstone Court House.

Kris- Went over the revisions to Sections 1, 2, and 3. The additions included:

- Adding fueling to the airport
- Adding utilities to the airport
- Adding a preservative seal to the taxiway

Gannett Fleming

Ron- Discussed Ray Boucher's written comments about the Tombstone Master Plan. Ron asked Ray about his question regarding an airport sign.

Ray- Asked about the airport sign.

Group- Said there is a small airport sign on both sides of the highway before the airport.

Ray- Suggested that the airport sign be as big as possible. He said there is grant money available from the state for a larger airport sign.

Ray also asked if there was an incorrect arrow on Figure 1A.

Nick- No, the arrow is correct.

Ray- Asked for the mileage to the airport.

Nick- Answered that it is probably 3-4 miles and indicated that we would show the actual distance on the drawing.

Ron- Asked about the current zoning in and around the airport and also asked about the City of Tombstone Master Plan. Ron said that the City is looking to develop commercial property along Highway 80 towards the airport. Ron said that Gannett Fleming will get a copy of the City's Master Plan to find out what is in the plan about zoning in the airport's direction.

-Discussed the wind data. He explained that wind data for the B.D.I. Airport in the Airport Master Plan came from the U.S. Weather Bureau office in North Carolina. He said that there is wind data available from the Arizona Soil Conservation Service Hydrologic Station at Walnut Gulch, located 4 miles from the airport. He explained that Gannett Fleming has contacted the Soil Conservation Service and that they will be sending the wind data to Nick as soon as they can. Nick will use this wind data, as secondary wind data to backup the information acquired from North Carolina, but will not include it in the wind rose.

Dick- Asked what would happen if the S.C.S. wind data is in conflict with the North Carolina data.

Nick- Said that that is possible. Nick explained that FAA would fund a cross-wind runway if the wind data supported it. Nick suggested that in the future, wind data should be collected at Tombstone Airport to aid in further development of the airport. This wind data collection should be planned for in the airport master plan.

Ray- Told the group that ADOT-Aeronautics has a wind data instrument. He suggested that the City of Tombstone write him and ask him to use the instrument. The state will allow them to use it for one year and will even maintain it and collect data from it every three months.

Ron- Asked Ray if he had any other comments.

Ray- Asked Ron and Nick if they used the ADS Cochise County D.E.S. County Population data. Ray gave a copy of this population data to Nick. Ray will fax the source of the data to Gannett Fleming.

Nick- Said that the group discussed population at the first PAC meeting and that the committee members thought the numbers were low, since it does not include the residential areas adjacent to the city.

Ray- Said that ADOT wants to include the D.E.S. population data to keep continuity, but any other population sources are okay to use also.

3. Section 4: Development Alternatives (Pages 4-1 through 4-21, Figures 4A - 4J)

Nick- Discussed the 5 development alternatives. Compared them: costs, impacts, and utilization of past investments.

Told the committee that Nicholas J. Pela & Associates/Gannett Fleming recommend Alternative 5.

Ron- Reminded the group that there is a "No Development" alternative.

Also told the group that they do not have to follow the recommendation. They could choose any alternative that they wanted or they could combine alternatives to fit their airport needs.

Dick- Referring to Alternative 5, said that he doesn't remember anyone ever having a problem landing on their current runway. Said that when the wind is blowing, the two wind socks are never going in the same direction. Dick said that nobody wants to fly their airplane onto a dirt cross-wind runway. He said that he thinks the dirt runway is a waste of space and money. He favors the extension of the current runway. He states that Alternative 2, with the extension to 6,100 feet would take care of any aircraft that wants to land in Tombstone.

Group- Discusses with Dick the need to plan for future improvements to the airport. They don't necessarily need to be built now or in the near future, but having them in the master plan is important for the airport's future development.

Ron- Says that the master plan is updated every seven to ten years. They need to collect wind data. The cross-wind runway may not be an issue now, but they need time to collect the data. He stated that in this master plan they need to make sure that the initial investment of development serves the City's needs.

John- Suggests that by planning for the cross-wind runway in the airport master plan will likely reserve that area for future airport development rather than letting a private developer buy the land for their development. He says that by having the cross-wind area in the master plan, the State would not be able to sell the land to a private developer.

Ron- Asked if the City Master Plan zones land out to the airport.

John- Says there is a little bit in it about developing to the airport, but it is only general information. He states that it is likely zoned R-4.

Ray- Says it's important to choose your alternative to get your "foot in the door", to indicate what land uses you want at your airport. He suggests that the group indicate the land uses within two miles of the airport boundary with developments that they would like to see used with the airport. He suggests going to the county and protecting the land for airport use before someone else develops it. He suggests that the group discuss the land surrounding the airport with the county, making sure they know what the City's plans are for the airport.

Dick- Asked how big they're thinking the airport is going to get.

Ray- Explains to Dick that the land around the airport will become prime land and owning it would be good.

Nick- Suggests taking the land use plan developed in the master plan and showing it to the county so they can adopt it.

Ray- Asks Nick to indicate the airport elevations for the runway gradients.

Nick- Said that the airport elevation is in the report, but he hasn't done gradients or end elevations yet.

Dick- Asks about recreational airports.

Ray- Explained the old state recreational plan in 1992, in which \$400,000 was set aside to help develop recreational airports in the state of Arizona. Told the group that all of the money was spent on developing only one recreational airport. He said that the state is going to develop a new recreational master plan. He told the group that if they are interested in developing a recreational airport, they should write him a letter of interest and tell the state any ideas they have about developing their recreational airport.

Dick- Asked Ray if they could charge to stay at the recreational airport if they don't receive state money.

Ray- Answered yes. Also stated that they could charge for utilities even if they received money from the state. They just couldn't charge for the camping site.

Ron- Asked Ray if sponsors were interested in developing their airport as a recreational airport, do they need to be chosen by the state.

Ray- Said that the next plan will look at all the airports in Arizona.

- John- Stated that to improve security at the airport, they need someone to stay there full time, therefore they need electricity and water, which will also help in developing the recreational airport and other beneficial developments at the airport.
- Art- Said that he thinks the other campground owners in the area will be unhappy because of unfair competition.
- John- Said that during peak times, there are not enough camping sites available.
- Ray- Said that how the system is set up now, only pilots could stay there, but that this could be changed in the new master plan. Also said that they could get a private campground developer to develop it for them. He stated that the state is trying to make airports more self sufficient and that they are open for suggestions for the next plan. He stated that the state wants the airport to have an income.
- Ron- Asked Ray if the city developed the campsites and ADOT helped fund restroom facilities, could the restrooms be used by the campground users.
- Ray- Said that he didn't have an answer, but that these kinds of items will need to be addressed in the new plan.
- Nick- Asked the group if they were in the position to make a decision.
- Dick- Said that he was anxious to get the project moving. He said the sooner they can get development started the better because Kartchner Caverns will open next year. He asked if they went with Alternative 5, would development be slower?
- Nick- Explained to Dick that the initial improvements are the same as Alternate 2, so development will not be slower. Stated that Alternate 5 looks into the future. He told the group that they don't have to decide today, but they could if they felt comfortable doing so.
- Dick- Asked if there will be another PAC meeting.
- Ron- Said is one scheduled to discuss the draft Master Plan and there could be an additional one in between if the City wanted to. We could all meet to discuss the alternatives further, or we could send any needed information down and the group could meet on their own.

The group discusses the different alternatives and land uses.

- Ray- Explains to Dick that the group really just needs to decide if they want one or two runways in the future. He said that he received the cross-wind data and that it may be superfluous, but it will help the planners. He said that they will still need to develop alternatives for the terminal area.
- Dick- Asked about the B.D.I. Master Plan.

Ron- Asked the group about the future commercial land surrounding the Airport. Does the City want to control the area with zoning, or does the City want to purchase it for its own use? Asked the group if they wanted an increase the airport area? The group said that they do not want additional area, just zoning.

John- Said that the airport needs room for fuel, hangars, tie downs, etc.

Ron- Said if the fuel, hangars, and tie downs, and other improvements fit in the plan now, the land set aside now is adequate.

John- Asked if they should include one mile out land use in the master plan.

Nick- Replied, yes, the one mile out land use is included in the master plan.

Dick- Asked if the group had to run the final master plan by the City Council.

Ron- Said yes, at the end. He said the normal procedure is for the PAC to approve the master plan and recommend it to the Council. The Council then votes to approve it. He told the group that at B.D.I. they also had to go in front of the planning board as well. He asked the group if they wanted to choose an alternative now and if not, it would be a good idea to set a goal date to have a decision.

Group- Said that they unanimously vote (5-0) for Alternative 5.

4. Section 5: Environmental Factors (Pages 5-1 through 5-4, Exhibits A – E)

Kris- Discussed the Environmental Factors found on pages 5-1 through 5-4, including Exhibits A, B, C, D, E.

5. Other Comments

Ron- Asked if there were any other comments. There were none.

6. Schedule Next Meeting

Ron- Had discussion with the group about PAC #3 meeting. The group decided to meet on Friday, December 11 at 10:00 AM.

pc: Attendees
Mrs. Kathy Miller, City of Tombstone

PAC #3 Meeting Minutes

**TOMBSTONE MUNICIPAL AIRPORT
Airport Master Plan -1999**

**ADOT N849
Gannett Fleming Job No. 35542**

DATE OF MEETING: January 29, 1999
MINUTES PREPARED BY: Kristina Fields

ATTENDEES: Ron Schreier, Gannett Fleming, Inc.
Nick Pela, Nicholas J. Pela & Associates
Kristina Fields, Gannett Fleming, Inc.
Art Rodriguez, PAC Member, City of Tombstone
Joe Perotti, Sr., PAC Member, City of Tombstone
Dick Curry, PAC Member, City of Tombstone
Lyle Neft, PAC Member, City of Tombstone
John Dirksen, PAC Member, City of Tombstone
Everett McDonald, PAC Member, City of Tombstone
Bill Brett, Mayor, City of Tombstone

This meeting was held in Tombstone on Friday, January 29 at 10:00 AM at Schieffelin Hall. This was the third meeting of the Planning Advisory Committee (PAC) and was a public meeting. The purpose of the meeting was to present the final Master Plan to the PAC Committee. The following are the issues discussed at the PAC meeting:

1. General Information to the Public in the audience

Ron explained the PAC process to the audience.

2. Approve Meeting No. 2 Minutes

The Meeting No. 2 Minutes were approved.

3. Ron explained the Executive Summary

4. Kristina discussed the main revisions from Sections 1-5 and Appendices A-C.

5. Section 5 – Environmental Factors

Ron – Explained NEPA and how improvements in the Master Plan need to be addressed environmentally prior to airport development.

Ron- also went through the letters received by the different environmental agencies discussing the improvements made in the Master Plan.

6. **Section 6 – Airport Layout & Development Phasing Plan**

Nick – Explained what the ALP was and went through each of the eight sheets. He reminded the group that they had ambitious goals for the airport and that the improvements shown in the Master Plan are ambitious, so the City can do all, some, or none of the improvements.

Ron – Told the group that ADOT has a continuous wind data collector that Tombstone will be able to use for one year. The collector will be available in six months. ADOT-Aeronautics is willing to hire someone to record the collected wind data.

Nick – Showed the ALP to the group and said this was the most important drawing and is the only drawing that the FAA approves. He said that if you look at the land acquisition shown for the Cross-Wind Runway 2-20, it is an odd shape. This is because it's boundary has the minimum requirements necessary by FAA and ADOT standards. If and when this land is purchased, the City would likely buy "cleaner" sections.

Dick - Asked why the Airport Reference Point was moved? Was it because the cross-wind runway was added? Is there a formula to determine the point?

Nick – Yes it was moved because of the cross-wind runway and yes there is a formula used to determine the point.

Ron – Asked Dick if he wanted a copy of the formula.

Dick – Yes, he would like a copy.

Nick – Explained that the ALP did not include a location for the fuel system because he wanted to discuss it with the PAC Committee. Nick thought that a good location for the fuel system would be at the existing secondary windsock which will be removed in the future. Nick also suggested making the fuel system an above-ground unit for environmental reasons.

Nick – Also said that the camping area fence boundary is arbitrary. It can be further south, if desired.

Dick – Explained the recreational campground facility proposed at the airport to Bill Brett, saying that it is strictly for aviation purposes.

Bill – Asked if the City of Tombstone already owned the land intended for the recreational campground.

Nick – Yes, the City already owns the land and explained that ADOT-Aeronautics has a recreational airport plan is working on revising it.

Bill – Asked what the total acreage of the airport is?

Dick/Nick – 147 acres.

Dick – Asked if the City could lease out land at the airport?

Nick – Yes they can.

Dick – Asked if the City could sell land on airport property?

Nick – Yes, as long as no state or FAA money was used to purchase the land. Nick said that the land near the airport should be used for airport use, but that it would likely be hard for the City to turn away any business that showed an interest in leasing/purchasing the land at the airport.

Dick – Stated: “We could make this an airport if we wanted?”

Nick – Yes.

Bill – Said that the airport falls under County zoning. He then asked what funds did the City use to purchase the airport land?

Dick – Said that it is likely in the 1948 Master Plan.

Nick – Discussed the imaginary surfaces in the ALP. He explained penetration to the imaginary surfaces to the group.

Nick – Said that he added control to the ALP drawings, which isn't required by FAA. He also included property line information required by the FAA. Also said the ALP land uses include zoning within two miles of the airport, the airport traffic area.

7. Section 7 - Financial Plan

Ron discussed the Financial Plan and stated to the PAC Committee to remember that they can do all, some, or none of the improvements shown in the Master Plan.

Group – Discussed bringing electricity to the site.

Ron – Explained that we could look into alternative sources of electricity: solar/wind.

John – Asked Ron/Kristina/Nick to include the alternative sources in the Master Plan. He also wondered if there would be additional sources of funding if alternative electric sources were used.

Ron – Said we will talk to Ray about it.

Ron – Explained how the funding with ADOT, FAA, and the City works. Stated that FAA does not fund the Tombstone Municipal Airport since they are not on the NPIAS.

John – Said that they would like to receive FAA funds.

Ron – Stated that the FAA is aware of and unhappy about the large number of airports in Cochise County.

Bill – Asked if the airport could have any military uses.

Nick – Explained that the military likes to stay away from General Aviation airports.

Ron – Explained the Capital Improvement Program in the Immediate Term. He said that if you look at the bottom line of the Immediate Term and subtracted all available grant items, the City of Tombstone's share would be around \$20,000 to \$30,000, which should be financially feasible. Ron said that it would be very important to carefully explain the Immediate Term improvements to the City Council, so that they understand the City's share is affordable.

Dick – Said that just the other day he received a phone call from someone interested in being the FBO at the airport.

Bill – Asked how far away the nearest power pole was to the airport.

John – Replied: about 3 miles.

Art – Said that if the electric company put the power line in it would be very expensive, but if a Contractor did it, it would likely cost less.

Bill – Asked if there would be a problem with the right of way.

John/Art – Said that the right of way is not a problem. They said that ADOT is usually very cooperative about that.

Art – Explained to Bill, that they would like to see rental cars available at the airport and also the recreational campground.

Bill – Told the group to be realistic, that the City does not have much money and what money they do have should be used to keep the City alive first.

Art – Said that with \$20,000 it is realistic.

Ron – Listed the Short Term improvements and made general comments about the Intermediate and Ultimate Term improvements.

8. Other Comments

Ron – Said that he has not heard from FAA yet, but will check with Margie Drilling to see if she will approve the ALP. He also said that he will address Ray Boucher's comments about shifting the cross-wind runway. He explained to the group his reasons for not wanting to shift the cross-wind runway.

Nick – Added that shifting the cross-wind runway would cost more money because of the additional land acquisition needed. Nick stated that the sliver of land located across Highway 80 could likely be waived by the FAA.

Nick – Reminded the group that the major items of the Executive Summary are on the internet and that if the group had any comments about the website, they could email Nick through a link found on the site.

Ron - Asked for public discussion and also suggested to the PAC that they vote for the approval of the Master Plan and then recommend it to the City Council.

Dick - Explained that the World Championship Rodeo (Wild Rose Rodeo) wants to put a rodeo at the airport. Dick said that he asked Ray Boucher if that would cause any problems and Ray said no.

Bill - Said they want to have exclusive use of the airport for 15 days.

Dick - Said that they will issue a NOTAM.

Bill - Said that the rodeo will bring a crew in, level the area that they need, prepare the site, bring in stands, make sure the soil is okay for the rodeo/cattle, and check for the general condition of the site for a rodeo. He said they will bring in generators, will clean up the site, will make a small camping area (1-2 acres), and will use the runway for parking. He said that this will produce revenue for the City. He said they will contact ADOT to see if they can get another entry into the airport off of Davis Road and that they would likely want to widen the existing entry since they are expecting about 5,000 vehicles. The rodeo will pay a 2.5% surcharge on each \$65 ticket sold. The dates are April 23, 24, and 25, but they want exclusive use 10 days before the rodeo for preparation and 5 days after the rodeo for cleanup.

Art - Asked if the money would go into the Airport fund.

Bill - Laughed and had no comment.

Ron - Asked if they had temporary Xs to close the runway.

Dick - Said that they closed the airport before -- they would come up with something.

Group - Agreed that it would be great if they could get the rodeo to do some of the grading and site preparation work to benefit the airport in the future.

Dick - Found some information about developing recreational airports in the "Arizona Flyways" magazine. The contact names were Tom Rayborn from Carefree and Jean Reynolds from Nogales.

9. Public Comments

Paul Brooks (citizen) - Asked what was the cost of bringing the utilities to the airport.

Ron - Ballpark figure of \$250,000.

John - Said that it would likely cost between \$150,000 to \$250,000.

Paul Brooks - What about water?

John - Said we will likely have a storage tank.

Paul Brooks – Said that he would not consider leaving his aircraft at an airport without water and electricity. He also said that he didn't think that solar power could generate enough electricity for 14 hangars and that the City might be too short-sighted.

Group – Said that they thought the power demand would likely be small.

Paul Brooks – Asked if the City would consider leasing land so people could put up their own hangars.

Art – Yes.

Paul Brooks – Asked if the City had any lease rates determined yet.

Group – No.

Paul Brooks – How many hangars will there be?

Nick – Said it is flexible. If there is a proposal, it can be incorporated into the Master Plan.

10. Master Plan Approval

Ron – Asked the PAC Committee if they wanted to approve the Master Plan and then recommend it to Council.

Dick – Asked who signs the Master Plan for the City.

Ron – The Mayor.

Dick – Said the next step was for the PAC Committee to approve it and recommend the Master Plan to Council.

John – Made the motion to approve the Master Plan while including the making the road name changes to Davis Road throughout the Master Plan and to include possible alternative energy sources for bringing electricity to the airport.

Art – Seconds the motion. The PAC Committee approves the Master Plan (4-0) with the incorporation of the two changes noted. (Dick said that he had spoken to Joe Perotti ahead of time and he had wanted to vote for approving the Master Plan.)

Ron – Said he will discuss with Kathy Miller when the Master Plan can be brought to Council.

cc: Attendees
Mrs. Kathy Miller, City of Tombstone
Mr. Ray Boucher, ADOT-Aeronautics